

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
LOK SABHA
UNSTARRED QUESTION NO. : 735
(To be answered on the 28th April 2016)

SAFETY AUDIT OF AIRLINES

735. SHRI ANURAG SINGH THAKUR

Will the Minister of CIVIL AVIATION

तागर विमानन मंत्री

be pleased to state:-

- (a) whether the Directorate General of Civil Aviation (DGCA) has completed the annual safety audit of all airlines in 2014-15 to ensure airworthiness of aircraft, flight safety, etc.;
- (b) if so, the details thereof along with the shortcomings noticed during the said safety audit, airline-wise;
- (c) the details of the last safety audit conducted and the shortcomings noticed, airline-wise;
- (d) whether those shortcomings have been rectified by the airlines and if not, the reasons therefor; and
- (e) the steps taken/proposed to be taken by the Government to ensure air safety?

ANSWER

Minister of State in the Ministry of CIVIL AVIATION

तागर विमानन मंत्रालय में राज्य मंत्री

(Dr Mahesh Sharma)

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- (a) and (b) DGCA conducts Regulatory Audits every year as per Annual Surveillance Programme. During the years 2014 and 2015, DGCA conducted a total of 09 Regulatory Audits on scheduled airlines.
- (c) and (d) The details of the last audit of the airlines by DGCA and the salient observations are enclosed as Appendix "A". The observation / deficiencies observed during the audit were forwarded to the concerned operator for the compliance of deficiencies. The Action Taken Reports were reviewed by DGCA for the appropriateness of the corrective actions.
- (e) The steps taken by DGCA to ensure air safety is attached as Appendix "B".

DETAILS OF LAST AUDIT OF THE AIRLINES BY DGCA

S. No	Name of the organization	Date of last Audit	Salient Observations
1.	Jet Airways	20-22nd Aug 2014	<ul style="list-style-type: none"> ➤ The policy defined by the Company in the Operator's Manual, Part D (Training); addressing failure and below standard reports of flight crew during checks was found to be inadequate. ➤ It is observed that training division is not monitoring the reports as numerous deficiencies are not addressed. In many cases, signatures of trainee and trainers were missing. ➤ Compliance of CAR on PPC as per CAR Section 08 Series F Part II which reflects that the PPC has to be carried out in every 06 months is not found being strictly followed and it was also observed that the crew was flying with the lapsed PPC.
2.	Spice Jet	20-28th Aug 2014	<ul style="list-style-type: none"> ➤ The Planning Manager nominated by the Organization does not meet the experience requirements of Planning Department Manual. ➤ Procedure for approval of maintenance facility and maintenance procedures to be followed for wet lease operation (Prague) has not been included in MOE. ➤ Procedure for selection of major defects/occurrences for investigation by Permanent Investigation Board (PIB) or Technical Evaluation Board (TEB) has not been established.
3.	Air India Charter Ltd.	05th Nov 2014	<ul style="list-style-type: none"> ➤ The scrutiny of the records revealed the Flt Safety Officers have not undergone Accident Prevention and Investigation Techniques pertaining to commercial aircraft. ➤ The scrutiny of the internal safety audit report revealed that the ATR to the deficiencies are not monitored/ received from concern departments.
4.	Blue Dart Aviation Ltd (Cargo)	27-29th Nov. 2014	<ul style="list-style-type: none"> ➤ Operations manual certified under CAP8100 is not updated. ➤ Dispatch observation flight done by dispatchers exceeds 12 months which is in contravention to Civil Aviation Requirements(CAR) ➤ Flight following procedures is not being done as per Civil Aviation Requirements (CAR)
5.	Indigo Aviation Pvt. Ltd	23rd Dec 2014	<ul style="list-style-type: none"> ➤ The Maintenance Organization Exposition (MOE) /Continuous Airworthiness Maintenance Exposition (CAME) does not identify the standard observed in the performance of work.
6.	Go Air	13-15th May 2015	<ul style="list-style-type: none"> ➤ Only 30% of pilots have undergone fire drill, ditching and actual operation of aircraft exits. ➤ There is no system of carrying out Internal Safety audit of different divisions like operations, maintenance, commercial, security, ground support, etc as required.

7.	Air India	25-28th August 2015	<ul style="list-style-type: none"> ➤ Flight dispatch R/T (VHF 130.7) company frequency not working/not manned. ➤ The process for replacement or ordering a spare part is very lengthy which causes inordinate delays in maintaining optimum serviceability of simulators. ➤ The operator needs to make more TRIs and LTC on B787 & B744 aircraft. ➤ There seems to be shortage of pilot record keeping staff as often there are delays in updating the records.
8.	Jet Lite	28-30th September 2015	<ul style="list-style-type: none"> ➤ Frequent Safety Promotion meetings are not conducted by Jet Lite(!) Ltd involving Pilots and Engineers to discuss important safety issues ➤ Consolidated Statistical data on PIB incident records to be updated on implementation of safety recommendations. ➤ The contact details of officials to be notified in case of an occurrence requires to be updated in Flight Safety Manual
9.	Alliance Air	01-03th December 2015	<ul style="list-style-type: none"> ➤ Aircraft Maintenance Programme of CRJ 700 aircraft is not revised as per latest Aircraft Maintenance Plan Data revision ➤ Alliance Air does not have In-House Safety Review meet with Accountable Manager/COO to analyze statistical analysis of incidents/FOQA exceedance values in order to determine whether there has been an improvement or decline in Level of safety. ➤ No Emergency response training is imparted to Alliance Air personnel of Flight operations/Safety/Engineering to ensure the preparedness during emergency. ➤ PIB Investigation report for ATR42-320 aircraft finalized at Kolkata base is not being signed by Chief/Deputy Chief of Flight Safety.

MEASURES TAKEN TO ENSURE AIR SAFETY

➤ Implementation of Recommendations Emanating from Investigation of Aircraft Accidents and Hazardous Incidents:

Safety recommendations emanating from investigation of various aircraft accidents and incidents are followed up for implementation with the concerned agencies so as to prevent recurrence of similar accidents/incidents. A Standing Committee headed by DGCA periodically monitors the progress of implementation of the recommendations made by various Courts/Committees of Inquiries.

➤ Dissemination of Safety Information:

Safety seminars are organized by DGCA to create safety awareness amongst the operators. Further, periodical meetings with pilots, engineers, ATCOs and operators are also convened from time to time.

➤ Issue of Air Safety Circular/Civil Aviation Requirements:

Accidents are regularly analyzed and based on these analysis Air Safety Circulars are issued to bring important observations/findings to the notice of the operators to avoid the recurrence of the accidents. Safety precautions also are circulated through the Air Safety Circulars. Whenever requirement is felt regulatory changes are done by issuing Civil Aviation Requirements. Requirement for VIP carriage, Flight Duty Time Limitations etc. are being revised. Detailed Civil Aviation Requirements covering training and operations of the Helicopter for various operators has since been issued.

➤ Surveillance by Flight Inspectors:

The Flight Inspector pilots of DGCA carryout periodic proficiency and standardization checks of pilots of various operators to ensure that laid down operating procedures are followed.

➤ Regulatory Audit of Operators:

Regulatory Audit teams of DGCA carry out periodically regulatory audit of operators and maintenance organizations. The deficiencies pointed out in the regulatory audit reports are immediately brought to the notice of the operators for taking necessary remedial in-house measures. DGCA, in its effort to make the operators more responsible for quality control and safety, has stressed that operators should also conduct their internal audit apart from DGCA regulatory audit.

➤ Periodic Spot Checks:

Periodic spot checks on the operations and maintenance activities of the operators have been intensified by DGCA officers to ensure observance of the laid down procedures.

➤ **Special Operating Precautions in Poor Weather Conditions:**

Operators and Airport authorities have been advised to take specific actions during periods of monsoon and fog. Airline pilots are subjected to special checks to ensure their proficiency in monsoon conditions.

➤ **Airworthiness Control on Ageing Aircraft:**

Measures have been taken for effective airworthiness control on ageing aircraft by stipulating additional requirements like restricting certificate of Airworthiness validity to 6 months for aircraft over 20 years age and reducing to 80% the periodicity of the inspection schedules, and restricting maximum life of 15 years/45000 cycles, whichever is less, for import of aircraft by the operators.

➤ **Prevention of Bird Strike Incidents.**

Continuous efforts are being made in association with airport authorities and local civic authorities to take effective measures to reduce bird strike menace. As a result, the numbers of bird strike incidents have considerably reduced.

➤ **Action against defaulters:**

Whenever it is found that there is gross violation of the laid down norms or compromise of safety, strict action is taken against the defaulters.

Specific Steps taken by DGCA for Accident Prevention

➤ **100% Monitoring of Flight Data Recorders:**

DGCA through Civil Aviation Requirement has made mandatory for all Scheduled Air Transport Operators and Major Non Scheduled operators having aircraft equipped with DFDR to monitor flight data of all the flights to determine the exceedances in flight parameters from stipulated limits. This is to ensure adherence to standard operating procedures by the flight crew.

➤ **Minimum Safe Altitude Warning System:**

Minimum safe altitude warning (MSAW) system provides radar warning to the air traffic controllers whenever an aircraft descends below the minimum safe en-route altitude. The air traffic controller in turn alerts the pilot about his descent below the safe altitude. MSAW system has already been provided in the air traffic control (ATC) Radars at Mumbai and Delhi. Airports Authority of India is in the process of installing MSAW systems at other airports.

➤ **Installation of Monopulse Secondary Surveillance Radars (MSSRs)**

Airports Authority of India (AAI) has since installed MSSRs at eight (8) airports in the country. Among other information, an MSSR provides aircraft altitude information to the air traffic controllers which enable him in improved air traffic management and surveillance. Because of the large areas covered

by the MSSRs, most of the busy airspace in the country has come under the coverage of the MSSRs. This has enabled better surveillance of the flights in the Indian airspace.

➤ **Installation of Airborne Collision Avoidance System (ACAS)**

DGCA has issued Civil Aviation Requirements making it mandatory for installation of Airborne Collision Avoidance System on airplane having maximum certified passenger seating configuration of more than 30 or a maximum pay load capacity of more than 3 tonnes. All applicable civil aircraft in India have ACAS installed and at the insistence of DGCA, foreign operators also have to utilize ACAS equipped for operation over Indian airspace.

➤ **Installation of Transponders**

Transponders (A& C Type) provide traffic advisory in an aircraft fitted with ACAS-I and both traffic advisory and resolution advisory in an aircraft fitted with ACAS-II. Mode S Transponder is a reliable means for air space surveillance. It enhances the operation of Air Traffic Control Radar Beacon System (ATCRBS) by adding a data link feature and interrogation capability over and above Mode A/ Mode C Transponder operation which only determines aircraft altitude. Mode S transponder also provides traffic advisory in an aircraft fitted with ACAS-I and both traffic and resolutionary advisory in an aircraft fitted with ACAS-II.

➤ **Installation of Ground Proximity Warning System.**

Installation of GPWS system has been made mandatory by DGCA on all piston-engine airplanes of maximum certified take-off mass in excess of 5700 kgs or type certified to carry more than nine passengers and on all turbine-engine aeroplanes as recommended by ICAO also. This equipment shall provide automatically a timely and distinctive warning to the flight crew when the airplane is in potentially hazardous proximity to the earth's surface.

➤ **Computerized monitoring of FDTL, Training, Medical& License validity**

All the airlines have been mandatorily made to computerize the records relating to Flight crew duty time Limitations, their training, and qualification, medical and license validity. This has enabled instantaneous monitoring of crew records for their validity prior to operating flights.

➤ **Detailed requirements for compliance of ICAO Standards**

The standards & recommended practices of ICAO contained in their Annex-1 (Personnel Licensing), Annex-6 (Aircraft Operations) and Annex-8 (Airworthiness of Aircraft) have been reviewed and Civil Aviation Requirements issued containing detailed requirements for compliance by the operators in compliance of ICAO standards.

➤ **Training of Aviation Personnel:**

Under the Cooperative Development of Operational Safety and Continuing Airworthiness (South Asia) – COSCAP (SA) various trainings for the aviation personnel were organised.

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